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UNITED STATES OF AMERICA.

The City of Roanoke, Virginia.

WRITTEN AND COMPILED

BY

FRANK H. TAYLOR.

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FROM PORCH OF THE HOTEL ROANOKE

— AS IT APPEARS IN THE YEAR 1890. —





ROANOKE MACHINE WORKS

≡ An Industrial Invasion. ≡

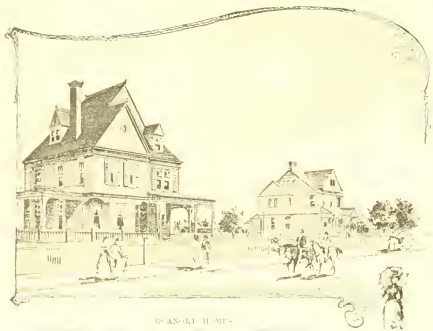


AN impulse of energy and capital from the North, along the highlands of the Southern region, marks the closing years of the ninth decade of the century of progress which is remarkable, not only because of its spontaneity, but also because it has been so long deferred.

That favorite field of exploitation, the boundless West, has of late years exhibited reactionary tendencies. It no longer yields its

unfailing tribute of profit to the confident investor, and tens of thousands of those who have suffered the rigors of its prolonged winters are held simply

by their inability to convert their hard won possessions into portable shape. There is an overplus of cereals and an undersupply of metals. So it comes about that the vast repositories of ores and coals in the mountains of Virginia, the Carolinas, Tennessee, Kentucky, Georgia and Alabama, long since known to the world, at least by rumor, are now laid under tribute. The bearers of the theodolite are busy striking lines of approach for numerous railroads athwart the broad areas known to be rich in workable ores. For the first time in thirty years the balance of

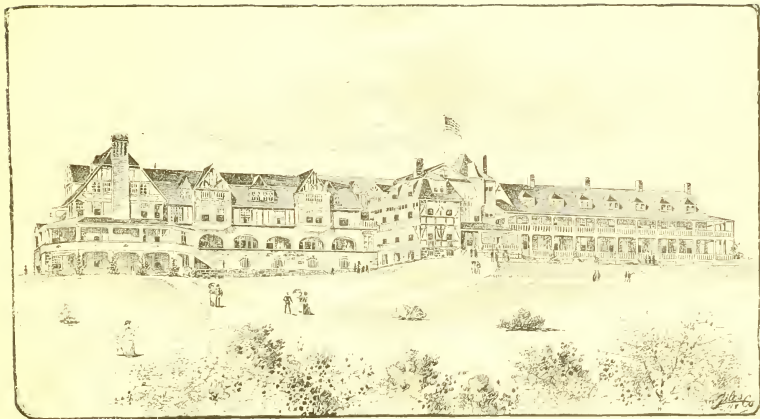


BEANOVILLE HOMES
RESIDENCES OF JOSEPH H. SANDS, ESQ. AND L. C. PINCKNEY, ESQ.

of the furnaces with a minimum of outlay, together with the discovery of the Basic method of steel-making to which these ones so favorably adapt themselves, are the guarantees by virtue of which scores of new and ambitious young communities in Virginia are to-day attracting to

railroad construction has been during the year just passed, in favor of the Southern States. Almost forgotten schemes for connections, extensions and terminals of long existing lines have been revived and put under way. There is, in brief, activity everywhere.

Although in actual production of pig-iron Virginia has thus far been outstripped by several of her sister States of the South, the most recent calculations demonstrate that in the present ratio of increase she stands at the head. The cheap and excellent coals of the Flat Top region, deliverable at the doors



THE HOTEL ROANOKE.

themselves ~~migrants~~ workmen, capitalists and business men of varied pursuits as fast as the trains can bring them. A liberal policy of treatment upon the part of the Norfolk and Western Railroad and the Shenandoah Valley Railroad further stimulates this movement at numerous points along their main lines, and lateral stations have been built or are under way which in point of architectural style are only equaled by those ornate depot structures usually seen in the vicinity of the larger eastern cities. The costly "inns," also maintained by these railroads, are famous for their excellence.

So much by way of prelude. It is the especial province of this book to deal more with the budding fortunes of the CITY OF ROANOKE, which, as the junction point of the two great lines of railroad traversing the mineral territory of Virginia and the headquarters of the executive forces of those lines, is the central point of the whole system of development thus briefly outlined.

Roanoke is located in the county of the same name at a point $257\frac{1}{2}$ miles west of Norfolk, via the Norfolk and Western Railroad, and 230 miles south of Hagerstown, Maryland, via the Shenandoah Valley Railroad. Double daily express trains pass through Roanoke each way over both of these railroads, with unbroken sleeping car service from and to Norfolk upon the former line, and from and to New York via Harrisburg and Philadelphia upon the latter, as well as with Bristol, Knoxville, Atlanta and Memphis via the East Tennessee, Virginia

and Georgia Air Line. In point of time Roanoke is distant, under existing schedules, from New York about sixteen hours, from Philadelphia about thirteen hours, from Washington eight hours and from Norfolk nine hours.



RESIDENCES OF COL. F. HUGER AND MR. P. W. POPE ON NINTH AVENUE.

The approach to Roanoke by either of the available routes leads the traveler through a succession of picturesque valleys surrounded by elevations often rising to the dignity of mountains, and which are generally elongated ridges overlapping and uniformly sweeping in a grand curve which, at first nearly southward in its course, bends toward the west as the line of Tennessee is approached. These ranges are heavily wooded, and the valleys between are, especially in the vicinity of

Roanoke, thoroughly cultivated, yielding excellent crops. The remarkable Luray Caverns and Grottoes of the Shenandoah and famous Natural Bridge of Virginia are upon the main line of the Shenandoah Valley Railroad, these together with the superb scenery of the James and

Shenandoah River, attracting many thousands of people annually who incidentally form some passing acquaintance with Roanoke.

The altitude of Roanoke is 907 feet above tide-level, which is in the immediate vicinity of that ideal plateau which in every country produces the most hardy, enterprising and indomitable



A SEPIA GLIMPSE.

races of people. In the valley of the Roanoke the conditions for the healthful and prosperous maintenance of a very large population seem, as one contemplates them, almost perfect.



ALONG JEFFERSON STREET.

The swift little Roanoke River, having its headwaters in the mountains to the westward flows southeasterly upon its long journey to Albermarle Sound and skirts the margin of the town, its bed being for a long distance through a deep and picturesque ravine which forms a most attractive feature of that section of this city wisely reserved for park purposes. While driving in the vicinity of the city one encounters a number of clear rapid streams, always fordable, and pleasing both to the eye of the artist and of the more matter-of-fact investor. These become the sluicings which remove the dangers of pollution which lurk in so many populous places. The natural drainage of Roanoke is one of its most advantageous attributes.

The two railroad lines meet at a union station in the heart of the city, their respective tracks occupying either side of the extended sheltered platform. To the eastward are the great machine works, the premier industry, occupying the triangle between the converging tracks of the two railroads. To the westward is an extensive system of sidings. Upon the right as one alights from the west-bound trains, upon a rounded hill quite near the station, is the handsome "Queen Anne" Hotel Roanoke, now in process of enlargement, and opposite, the quaint and roomy building of the Norfolk and Western Railroad Company's general offices. Those of the Shenandoah Valley Railroad Company are upon Jefferson Street to the left, and but a step from the station. The solidly built business section is nearly altogether to the south of the railroad tracks, and beyond this busy hive, upon the crest of the ridge half a mile or more away, along the streets

leading thereto and off toward the broad high plateau of West End, there are many scores of tasteful and expensive detached houses, each different in some degree from its neighbor, yet all embodying those agreeable details of outer shape and of interior finish which are now the delight



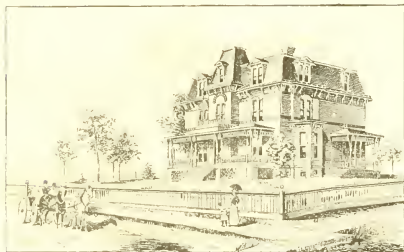
RESIDENCE OF MALCOLM W. BRYAN, ESQ.

of the modern-home architect. These residences are always set in the center of plats sufficiently large to admit of well-kept lawns. All this has come to pass within the last six or seven years. To be sure, at that period Roanoke had ceased to be Big Lick. The machine works and one furnace were in operation. The Hotel Roanoke was open for guests, and the handsome general offices of the railroad company, already referred to, were there; but in '83 the total population was probably not greatly in excess of 1,000 souls. In '87 there were 8,500 residents, and it is confidently expected at this writing that the census agents will

be able to report a total population of 20,000 when they knock at Roanoke's doors.

Six or seven years ago the business of Roanoke was chiefly maintained upon one or two brief streets, lined with cheap and temporary structures. Some of these still remain, affording a

marked contrast to the fine brick, stone and iron blocks now so numerous, and it is only reasonable to presume that in another year or so these remnants of the city's former condition will have nearly all disappeared. All of the garden-crowned hillsides, now occupied by



RESIDENCE OF MR. JAS. S. SIMMONS

the homes of the busy people of Roanoke, were, in '83, simply cow-pastures, and where her churches and schools now adorn the scene, were only neglected lots. It is manifest, therefore, that the people who have, shoulder to shoulder, devoted several of the best years of their lives to the work which has made Roanoke what it is to-day, are clearly entitled to be heartily proud of what they can now show the stranger who comes within her borders. Roanoke has fairly won her title, "The Standard Bearer of Virginian Progress."

And this is but the beginning. There is no lagging. There seems a quality in this upland atmosphere which impels the worker ever onward. There is much yet to do. Every hotel is full



A PORTION OF SALEM AVENUE

ed millions with money to invest; with people who want to learn how and where to locate and become a part of this stimulating wide-awake population. Homes must be built for them constantly, farther and farther away from the center of things, with a glimpse here and there of the mountains where the morning and the evening sun touches them with such tender glory. Then the streets are yet to be perfected, grade crossings abolished, and many vacant spaces to be acquired and built upon. Computation of the population five years hence is all guess-work, more likely to be under than above the fact when it develops. So Roanoke says, through her newspapers, through her daily correspondence, and lastly through this little book, to the rest of the world, "Come and lend a hand; we'll give you an even chance, and it will be your own fault if you don't make it pay." Now for some details.

Roanoke's Authorities. *City Government.*—The local authority is vested in a mayor and council, composed of representative citizens, who meet frequently for the promotion of the common good and are united upon all questions of progress.

FINANCES. The city's assessment of property values for the year 1890 will amount to about \$6,000,000. The tax rate is \$1.10 upon \$100.00. The State tax is four mills, and there is no county tax. Outstanding bonds are \$156,000, to which should be added \$230,000



CITY COURT HOUSE.

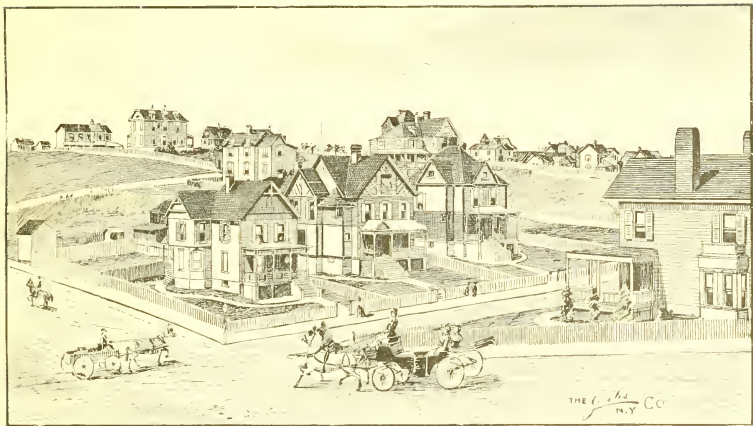
recently voted for the Roanoke and Southern Railroad (referred to elsewhere) and for the construction of overhead bridges across the tracks of the lines now traversing the city. Under the law, the bonded debt cannot exceed 15 per cent. of the taxable property of the city. The bonds run for 30 years at 6 per cent. interest.

Public Buildings. The city court-house, while a comparatively modest structure, costing but \$17,000, is ample for the proper prosecution of the business to which it is dedicated, and is centrally located. Immediately in the rear is the jail, a solidly built stone structure, containing 32 cells. A bill before congress for the erection of a large and creditable government building has been favorably reported, and will doubtless pass. This will be a graceful recognition upon the part of the national authorities of the enviable position of Roanoke among Southern mountain cities.

Hotels. In this respect, although for the past year her capabilities for entertainment have been often put to severe test, the city is well provided. The pioneer of the larger hotels is the attractive Hotel Roanoke, owned by the Norfolk and Western Railroad Company, and located opposite the depot upon an elevation which makes it a prominent object from any approach. The architecture is of a cottage-like character, with an abundance of piazza space. It is not too much to say that the broad porches, clad with Virginia cooper, form one of the most restful and agreeable spots in the entire city. There are few hotels North or South affording a more beautiful outlook. At the present time a large and costly addition is being built upon the western side, and when this is done the "Roanoke" will contain 120 bedrooms, and will have a frontage to the south of 300 feet. In addition, the extensive grounds will be greatly embellished. It is under the management of Mr. Fred E. Foster, who also has charge of the Norfolk and Western Railroad Company's "Inns," at Radford, Pulaski and Bluefield.

The City Hotel, at the corner of Jefferson Street and First Avenue is a four-story brick structure containing 50 bedrooms. It has long been known as a popular hotel, with the following men.

At the corner of Campbell and Commerce Streets, "down town," a large six-story hotel, containing 120 rooms, is approaching completion. Another new hotel is being finished at the Continental, directly facing the depot.



CORNER OF JEFFERSON STREET AND TENTH AVENUE

On Jefferson Street, just beyond the railroad general office building, is the Hotel Felix, containing 75 rooms.

The Palace Hotel is also opposite the depot and contains 50 bedrooms.

Lastly is Marshall's new European Hotel and Cafe.

Banks. As a matter of course, at a point where transactions involving large sums are so constant, banking facilities are necessarily large.

The First National Bank has a capital of \$100,000 and a surplus of \$70,000. Hon. H. S. Trout is president, and Mr. J. W. Shields cashier.

The National Exchange Bank, having a capital of \$100,000, and \$25,000 in government bond, is officered by T. L. Fishburne, Esq., as president, and J. B. Fishburne, Esq., as cashier.

The Citizens' Bank, with J. B. Levy, Esq., as president, and John Ott, Esq., as cashier, is another well-known institution. Capital, \$50,000.



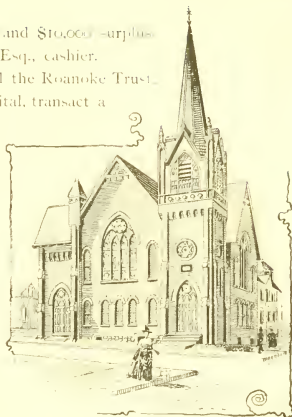
The Commercial National Bank has \$100,000 capital and \$10,000 surplus. J. W. Coon, Esq., is president, and B. J. C. Davenport, Esq., cashier.

The Traders' Loan, Trust and Deposit Company and the Roanoke Trust, Loan and Safe Deposit Company, each with \$100,000 capital, transact a large financial business.

Schools. The two public schools have an enrollment of scholars in regular attendance of about 1,600. The buildings are both creditable to the city. There are also nearly 400 pupils in the colored school.

The new Alleghany Institute, located upon a slightly ridge north of the city, has just been completed. It is a fine structure. Rev. Dr. C. F. James is principal.

In a picturesque valley seven miles north of Roanoke is the Hollins Institute, a seminary for young ladies. This fine old institution numbers among its alumni thousands of the matrons of the South, scattered through every State. It has existed for many years,



GREENE MEMORIAL CHURCH.

having been founded long before the period of the war, during which its quiet mission went on almost undisturbed.

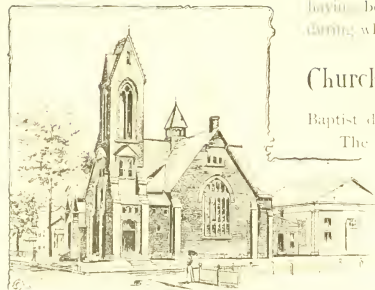
Churches. New churches are the order of the day. A fine structure is being erected for the Baptist denomination.

The Presbyterians maintain the First Church and the S. W. Bethany Chapel.

The Greene Memorial Methodist Church is a handsome new brick structure.

St. Mark's Lutheran Church is the oldest denominational society in the city, dating back 17 years.

The Second Lutheran Church is an offshoot of the last named church. St. John's Protestant Episcopal Church has been in existence twelve years. The Catholics have St. Andrew's Church, located upon high land in the suburbs. The "Christian" sect have a church, and another Methodist church, the "Lee," is located in East Roanoke. The colored people have several churches.



FIRST PRESBYTERIAN CHURCH

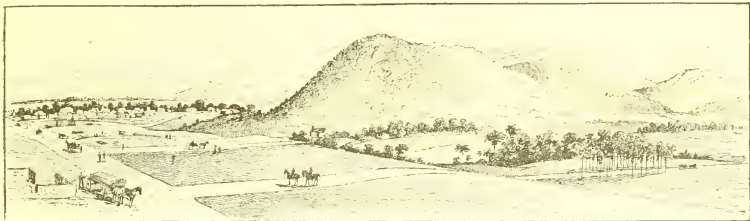


THIRD AVENUE, NORTH-WEST.

Markets. As previously stated, the farming area immediately around Roanoke is very considerable and highly productive of a variety of cereals and of garden vegetables. This local table supply is reinforced by consignments from the markets of Norfolk, in the shape of fish, oysters and the like. A market-house is maintained at a central point, under the present Opera House. Street markets are an almost daily sight, and grocery stores in various parts of the city very generally keep a good supply of fruits and vegetables.

Amusements. The foundations have been laid for an expensive and roomy Opera House building. The present structure, devoted to the purpose, is almost constantly in use by theatrical companies and specialty performers. During the winter season many of the best troupes upon the road stop for a night or two at Roanoke, and with the promised facilities, no doubt, many others will come with whose merits the residents are as yet unfamiliar.

Drug Stores. Several extensive concerns, filled with the numerous articles usually carried in the stock of first-class drug houses, fully meet the requirements of the city in this respect. We should especially mention the large store of Mr. Chas. Lyall, and that of Mr. J. F. Christian, both of which are widely known and extensively patronized.



VIEW EAST AND SOUTH-EAST FROM THE CITY

Water Supply. Few cities are so signally favored in the matter of an unfailing supply of clear sparkling water as is Koonoke. The spring from which the essential fluid is obtained is located about ten miles southward from the city. It is one of the things which strangers on the score of their entertainment by hospitable Koonokers are expected to go and see. It is a pleasant drive out that way. It takes one across the ridge directly to cottage homes, and all along the road over a narrow bridge suspended above the Koonoke River and down a foot lane to a shady copse, where just at the base of a rocky hill the spring issues forth. It is certainly a treasure for Koonoke. It is said that its daily outflow is 2,000,000 gallons and at any rate this supply, which never lessens, will be ample for generations to come. A part of Holley owns this substantial brick building sends the water direct into town, forcing the surplus to the reservoir upon the hill behind where it has a head of 210 feet above the city. The Water Company, of which Mr. F. T. Brinkley is superintendent, is actively engaged in keeping the source through this way.

Fire Department. The Vigilant, the Friendship and the Junior Hose Companies have a total membership of 150 "laddies." They are well equipped and when at rare intervals they have been called upon to respond to the alarm of fire they have shown themselves true firemen, and have done most effective work. The first named company is



VIEW SOUTH-WEST AND WEST FROM THE CITY.

equipped with a fine steamer which is constantly engaged. They also run the hook and ladder trails.

Illumination. At night the stranger, peering from the car window to gain a first glimpse of the young city, will be impressed with the far away sparkle of numerous electric arc lights. The Gas Company has recently been merged with the Water Company, and it plans to have extended to meet the greatly increased demand upon the supply of light illumination.

Street Railway. It is said that the company operating this interest will own, by the end of the present year, twenty miles of track, capital, \$300,000. The service is of the first-class, and frequent runs run to Vinton, two miles to the eastward, passing the great group of medium schools on center, and running nearly parallel with the North and Western Railroad. It is now proposed to extend the western section, which now runs out a mile or more through Abbeville, on to Selma the nearest town, at a distance of about seven miles. As Selma is making great progress as an industrial point and rapidly expanding her borders, it will be seen that ere long all this immediate space will be peopled with a live industrial suburb. A mile line is operated from the Union Depot out toward the "West End."



VIEW NORTH WEST AND NORTH FROM THE CITY.

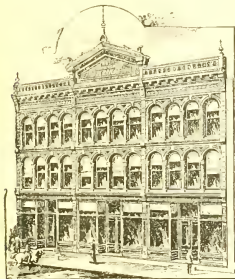
Remarkable Advance in Values. In a recent issue the *Roanoke Times* printed the following instances of the increase of real estate values here within a few years. "Millions of money have been made in property here in the last few years, and will continue to be made. To give some idea of the big advance in price, a few figures are given below as follows: A business lot which in 1882 sold for \$500 was sold recently for \$15,000. Others which sold in 1882 for \$400 to \$750 are now worth \$4,000 to \$7,500. Residence lots which in '82 and '83 sold for \$150 and \$250 are now worth \$600 and \$1,000.

"Original price of lots on Jefferson Street in 1882 \$350, \$400 and \$450; same lots to-day are worth from \$12,000 to \$20,000 each. On Campbell Street lots were from \$250 to \$500; same worth to-day from \$6,000 to \$15,000. These are business properties. Lots for dwellings in Second Street on Jefferson Street sold from \$250 to \$400; to-day they are worth from \$1,500 to \$4,000. Lots in addition in '83 and '84 sold from \$150 to \$300; lots to-day bring from \$600 to \$15,000 and prices steadily advancing. Lots around Hotel Roanoke in '82 and '83 worth from \$200 to \$500, now bring from \$1,000 to \$4,000. Railroad Avenue, opposite passenger depot, sold in '82 and '83 from \$200 to \$350, same to-day are worth from \$2,000 to \$6,000 each."

It is proper to call attention, in reflecting upon the foregoing evidence of progressive conditions, that Roanoke has never had at any period of its career what is commonly called a "boom," in the sense that its prices were forced by rose-colored statements of agents up into

the skies. The railroad companies recognized the fact that this was a highly favorable place for a city, bought most of the surrounding land, then built such extensive structures as to prove beyond a doubt their faith in the destinies of the place. When this had all been done, the lands they held were gradually and at moderate figures sold to the real estate dealers and to many persons who still hold them. The dealers also secured large adjacent tracts of farm and

pasture lands, all of which was soon surveyed into building lots. Each purchaser has in turn sold when it appeared worth while to do so, and thus prices have been almost exactly gauged by the natural growth of the city. Thus far, at least, all who have dealt in lands have gained by the operation, although years ago there were those who were loud in their predictions of a decline. As it stands, the outlook for profitable real estate transactions for the future seems as good as it was a year ago.



STEWART BUILDING

The Real Estate Exchange. No other single interest has done as much good work, and perhaps it might be fairly claimed that not even the combined interests of the city other than this have done more

to forward the good fortune and prosperity of Roanoke than the Real Estate Exchange which, composed of a number of firms made up of exceptionally wide-awake young men are always on the alert to win the good will and investment of the newly arrived inquirer with good bargains in land.

The president of the organization is Mr. W. L. Bunkley, and its secretary, Mr. O. D. Rice. Its rule and only real principle are to promote honorable dealing, honest representation, good faith and promptness in all transactions. It is understood that investors consult their own best interests in dealing with the agents with whom they have dealings are members of this Roanoke Board, sparing with their property. The members of this exchange are willing at all times to satisfy themselves as to the honesty of their associates and the public.

The Roanoke & Southern Railroad.

An important factor in the further extension of values and the growth of Roanoke's business, which will soon make itself felt, is the completion of the Roanoke and Southern Railroad, to the bonds of which, as elsewhere stated, the city has subscribed the sum of \$200,000. The officers of this company are H. S. Trout, president; S. W. Jamison, treasurer; F. H. Fries, general manager, and G. W. Mashin, general superintendent. * These gentlemen are residents of Roanoke, where the headquarters of the corporation are located.

The line, when finished, will extend 125 miles. It is being pushed northward from Winston, N. C., its southern terminal. It will soon be open as far Martinsville, Henry Co., Va. The line after leaving Winston, which is almost directly west of Greensboro, N. C., crosses the Cape Fear and Yadkin Valley Railroad at Walnut Cove. Through North Carolina the line traverses a fine agricultural section, where great quantities of cotton and tobacco are grown. Through Henry and Franklin Counties it penetrates a region where numerous rich beds of magnetic iron ore have been located, and it also traverses a great deal of land heavily timbered, including oak, poplar and walnut.

The Roanoke Machine Works. An account, in detail, of this great original industry of the city, recently printed in a special issue of the *Roanoke Daily Times*, describes this concern in the following practical style:

"The Roanoke Machine Works is the nucleus from which, in 1883, the city started. It is a big concern, and its shops and yards cover several acres of ground, and give employment to 1,200 men. The site is triangular in form and lies between the tracks of the Norfolk and Western and Shenandoah Valley Railroads, a few blocks east of the Union Depot. It is reached from the main part of the town by a high bridge extending over the Shenandoah Valley Railroad yard covered with hundreds of freight cars stretching from east to west.

The works embrace six-story brick buildings besides a number of small offices and cottages. Everything about the works is conducted on the strictest business principles. A middle-aged man, with iron gray whiskers and wearing a blue suit of clothes, is stationed in a small bright room at the entrance to the yard. It is his business among other things to furnish pencil to writers. A descent of a few feet brings one into the enclosure of the yard. To the left three or three negro men in blue blouses are unloading coal from cars stationed on tracks nearly a hundred feet above. Below are two large piles of coal and coke, respectively, which furnish the fuel for the immense blacksmith shop which lies just ahead. This building is five hundred in length and 72 feet wide. It is devoted exclusively to smith work, and employs about five hundred.

To those not accustomed to come of late on a large scale, the view through the main entrance door is immensely striking. Jets of flame shoot up from a long line of several scores of furnaces, and a ceaseless, incessant sound the continual clanging and banging of hammers beating thousands of different shapes into iron, and pictures not soon forgotten. A track for a horse runs through the factory, and to and fro on either side are stationed the forges. There is no stopping, and it takes considerable alertness to keep out of the way of the hurrying trucks and workmen carrying coils of heated iron. The part of the smith shops which attract the greatest attention is that where the steam hammers are located. They are five in number,

and are used for the heavy work and that not easily done by hand. One of the hammers weighs four tons, and can flatten out a piece of iron almost as easily as a rolling pin can a lump of dough. In the blacksmith shops all the malleable iron which goes into the construction of locomotives and freight and passenger coaches is handled, and nearly 10,000 tons of bar iron are used in a year. The iron is purchased from the Roanoke Rolling Mill, located on adjoining ground.

"The next building, the machine shops proper, is where work is done in iron very much like that done by carpenters in wood. Grooves are neatly cut in iron bars, and the metal is planed and polished to the highest finish. A quiet hum pervades this building. Everything about the shop has a neat and orderly appearance. A huge double engine furnishes the power which moves all the machinery and a large traveling crane which runs down the center of the building. The latter, though easily operated by a fourteen-year-old-boy, has a carrying capacity of ten tons. At present there is such a great pressure of work on hand that two forces of men are kept employed there night and day. As many as 250 men are employed in all. All of the workmen in the room are dressed in blue blouses. About all of the work is done by the piece, and some of the skilled machinists make as high as \$135 per month. The machine shop is 381 feet long and 72 feet wide. Between the machine shop and the engine erecting shop is a small apartment shut off by a wire grating somewhat like a bank. This is the tool-room, where the tools are deposited

redempt machine. When a workman wishes to cash he goes to the window in the iron grating and proposes the money equal to the value of whatever he desires. He is given a check and goes on his way with the tool he gets his money, both on the return of the farmer.

The upper parting and lower shop is where the locomotives are constructed and the pieces of iron that form the bodies are riveted together. It is 518 feet long and 94 feet wide. Upon the second track, running through it locomotives are seen in various stages of construction. There are sixteen wheels, distorting with black paint for a new locomotive and there are two old engines being repaired. In the other end of the building a dozen or so men are clanking away upon bellows.

The greatest curiosity to the novitiate in the building is the immense traveling crane. It crows upon the upper walls. It cost a small round fortune, and can lift an entire locomotive from one track to another. A locomotive weighs 175,000 pounds. The crane has three movements and is easily operated by a single man who sits in an iron box and travels up and down the building with it. About 20 workmen are employed in the building.

The machine shop is an extensive department in which about 200 men are employed. Fuel oil and passenger cars are built in a large structure somewhat removed from the others. There is also a large oiling, oil, office—recently enlarged—and storage room. This is 72 by 100 feet in size and is part of it is three stories in height. It is not sufficiently large,

however, and an addition of 60 feet ³⁵ to be made. The blacksmith shop is also to be enlarged 50 feet in length.

"Instead of turning out only two locomotives per month, as in the past, it is intended to increase the capacity to four per month. In addition to furnishing all the cars for the Norfolk and Western, the works have built cars for the Pennsylvania Railroad, the Cape Fear and Yadkin Valley, the New York, Lake Erie and Western, the New York, New Haven and Hartford, the Louisville and Nashville, and the Central Railroad of Georgia.

"Some idea of the size of the industry can be obtained by its pay-roll, which was \$50,000 for the month of January. The work of the machine shops is increasing all the time, and keeping fully up with the growth of Roanoke and Southwest Virginia in other directions. Making the usual estimate of five to one its 1,200 workmen alone are sufficient to make a town of 6,000 people. During 1889 the following quantities of material were used in the shops: Bar iron, 3,436 tons; pig iron, 5,030 tons; coke, 3,497 tons; coal, 11,103 tons; lumber, all kinds, round numbers, 6,000,000 feet." Capital, \$5,000,000.

The Roanoke Rolling Mill. This concern is not a year old yet. It began operation last year. It is a lead colored structure, and includes two good-sized frame buildings. It employs from 150 to 175 hands, and operates night and

day. It is situated just to the right of the Shenandoah Valley Railroad tracks, and makes all the pig iron used by the Roanoke machine shops. All of the pig iron comes from the Crozer City furnaces and Pulaski. The first building includes eight double furnaces at present. Four more are to be added shortly. Into these furnaces the pig iron is deposited and boiled until rid of all its slag and cinder. The men who preside over the fiery kettles are what is known

as "puddlers." A little over a thousand pounds of iron is put in at a "heating," and the boiling process requires about an hour. The temperature of the furnace is intensely hot, and the puddlers, wearing red flannel shirts and stripped to the waist, work the molten mass backward and forward by means of an iron bar. It



SHENANDOAH VALLEY IRON WORKS

takes a good deal of experience to tell when the iron has been boiled just enough, and the puddlers earn from \$3.50 to \$4.00 per day. The majority of those employed in the mill come from Cumberland, Md. The iron comes out of the boilers in a spongy, globular mass, and is first run through the "squeezer" to divert it of all its cinders. It is then weighed and run through a second heating, coming out finally as "merchant bar." Capital, \$600,000.

The American Bridge & Iron Co.

Its main building is a large yellow structure 210 feet long and 72 feet wide. The company has only been organized since March, 1889, and work was first begun in June of same year. Its officers are C. C. Wentworth, manager; J. L. Hunter, superintendent, with Samuel Walton as



THE AMERICAN BRIDGE WORKS

one of the principal proprietors. In the last eight months it has done a business of about \$125,000. It makes all kinds of iron used in the construction of railroad bridges, and some of its girders now in the shops weigh as much as twenty tons. It also makes all kinds of boilers. It gives employment to nearly 250 men, and the pay roll for the last month amounted to \$7,000. Its business has increased wonderfully since it began operations, and several additions have been made to the shops. A foundry building, 50 by 75 feet, has been constructed and has been in use since January 15. In this all the heavy casting for furnaces is done. The foundation has also been laid for the

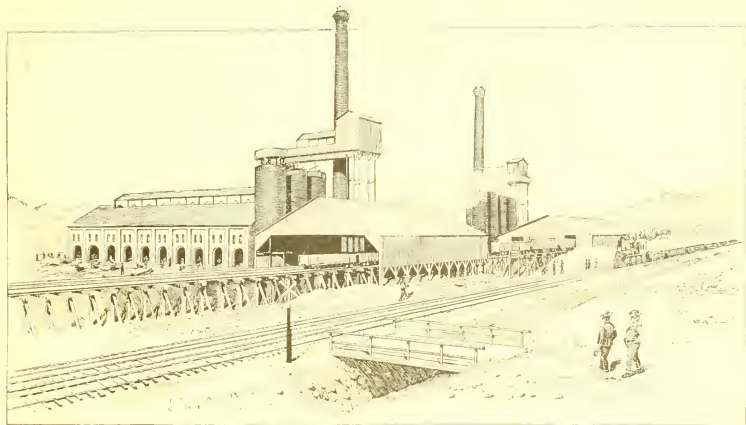
structure of a small and simple bridge which will be 40 by 25 feet in size at first and afterward be increased to 100 feet in length. Machinery there will also be added, and nearly 1,000 men are now employed. During the present year the company expect to do \$1,000,000 worth of business.

Nearly all of their work at present is confined to building bridges for the extension of the Norfolk and Western Railroad and for various purposes and other industries in South-west Virginia. They have an order for \$1,250,000 from the Salem furnace alone. The works are provided with the best and most improved machinery and the great part of the men employed are skilled bridge constructors and boiler makers. All of the erecting is done by air pressure, and all of the work is of a heavy, substantial character.

The shops are provided with a pattern house in which the designs are kept and some of the heavy nature of the work done may be obtained from the size of one of the bridges on the Norfolk and Western road, on which bridges five of the girders weigh twenty tons. All of the plate work used by the works is purchased from Pennsylvania, principally Pottstown.

Since getting the above reports have been taken for the establishment of a plate rolling mill.

The Crozer Furnaces are situated east of the city on the line of the Norfolk and Western road, and side tracks bring the ore up to the very fires of the furnace. About 250 men are employed. The officers of the company are Samuel A.



THE CROZER FURNACES

Crocker, president, Upward, Percy W. H. Robinson, treasurer, Phillips, John, Francis F. Weston, secretary, Chester, Penn. The output of the furnace is about 4,000 tons per annum, which is valued at half a million dollars.

A New Furnace. By the beginning of the summer Roanoke will have another furnace, that of the Roanoke Iron Company. It will be 120 ft. by 120 ft. high, 17x8 ft., and will have an output of 150 tons of pig iron per day. It will give employment to two or three hundred men, and is situated in the West End, on the left bank of the Roanoke River. It has an authorized capital of \$500,000, and the greater part of its stock is held by home people.

Joseph H. Sand, general manager of the Norfolk and Western Railroad is president. Olin Beall is secretary, and Henry King is general manager. The directors are William Bury, of Shamokin, Pennsylvania; J. Allen Watts, S. B. Haupt, James S. Simmons, C. O'Leary, J. H. Sands and Henry King.

Work on the furnace is being pushed forward as rapidly as possible, and it is thought that it will be completed by June. The cast house and the stock house have already been erected, and work on the stack and stoves is well under way. The furnace has an admirable location for it, in iron, and will be a valuable addition to Roanoke.

The Roanoke Milling Co. Two years ago the Roanoke Milling Company was established in this city, and since the day it began which started to revolve it has done an immense business, and at this time is one of the institutions of the town. The company is incorporated, and every year they pay out in wages and other expenses over \$40,000, which is spent right here in Roanoke. Their mill is a fine brick structure, supplied with the most complete and improved machinery. The daily output is 100 barrels of flour and 300 bushels of meal, which finds a ready sale in the country about Roanoke. Mr. B. S. Hatcher, of Franklin County, president; Mr. B. A. Jones, superintendent and treasurer. Capital, \$25,000.

A new mill has just begun operations which has a capacity of 200 barrels a day. It is furnished with the most improved machinery, and its owners are practical and experienced men who are bound to make a success of the enterprise. Mr. J. M. Gambill is the president of the company, and this of itself is a guarantee of success.

The P. L. Terry Milling Co. has a plant which is situated about one and a half miles from the city, and is run by water power furnished by the Roanoke River. They have also a large warehouse in the city, from which they ship patent roller flour, bolted meal and mill feed. The capacity of the mill is about 125 barrels, and it is running constantly. Capital, \$25,000.

The Brewery. The Virginia Brewing Company was organized here on December, 1869, with a capital stock of \$250,000, divided into shares of \$100 each. The officers of the company are: President, Herman Crueger; secretary, Charles F. Mandler; treasurer, W. F. Penn; directors, Herman Crueger, Col. Thomas Lewis, James R. Schick, Joseph W. Coxe and Walter P. Huff. The brewery of the company, which



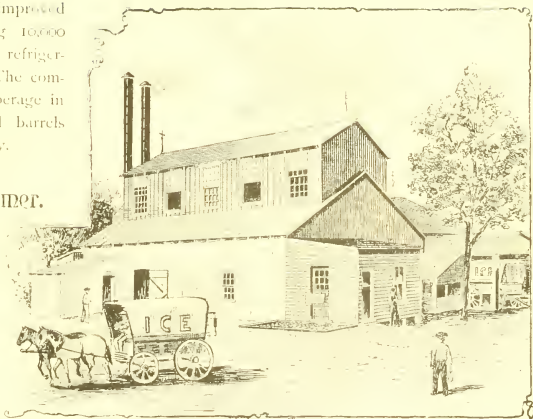
is situated on Norfolk Avenue, in the East End, covers about two acres of ground. A large force of workmen are engaged there putting up the necessary machinery and buildings, under the supervision of Mr. Louis Sholz, manager of the company, who is thoroughly acquainted with the mode of making malt liquor of all kinds. The company has ordered

from the Roanoke Machine Works two extra large refrigerating cars, and a number of immense iron tanks from the American Iron and Bridge Works. They have also ordered a thirty-five ton

combined ice-plant of an improved pattern, capable of making 10,000 pounds of ice per day, and refrigerating 170,000 cubic feet. The company intends to erect a cooperage in order that their casks and barrels can be made at the brewery.

Making Ice in Summer.

The artificial process used by the Diamond Ice Company. The manufacture of ice to the average citizen is a mysterious process. In Roanoke is a large factory owned and operated by the Diamond Ice Company.



The gentlemen comprising this company are well-known, and Mr. Lee Simmon, the general manager, has had a great deal of experience in the business. There are three machines in the factory on Center Street, each having a daily capacity of ten tons. When they are all at work the output is thirty tons daily. Nearly \$55,000 capital is invested in the plant, and the manufacturers handle their own ice, retailing it about the city. The method pursued in producing artificial cold and ice is quite interesting. The refrigerating or heat-absorbing agent is now almost invariably ammonia. If not already a gas at the ordinary pressure and temperature of the atmosphere, it is changed to a gas by preparatory process, and then put through the operations of compression. Compression is accomplished by compressing the gas in a pump to a pressure varying from 125 to 200 pounds to the square inch, depending on the temperature of the condensing coils used. During the process of compressing heat is developed in proportion to the amount of pressure exerted upon the gas, or, expressed popularly, heat is squeezed out of the gas. For the purpose of manufacturing ice this gas is then circulated, by means of coils, through brine, in which the proportion of salt is one-third. When the gas enters the coils, it re-expands and extracts from the pipes and the substances surrounding them an amount of heat exactly equal to that given up by it during condensation. The temperature of the brine is thus reduced almost to zero. Cans of distilled or filtered water are then submerged in the brine which itself is kept from freezing by the presence of the salt, and thus the ice is produced—a

very simple process, indeed, after it is understood. The ammonia after absorbing its quota of heat, again becomes liquid, and is capable of performing the same service indefinitely.

Hydraulic Engine Company. Rife's Hydraulic Engine Company, of this city, manufactures and sells its hydraulic engine, or ram, for supplying water to small towns, factories, steam mills, dairies, stock-yards, etc. M. A. Rife is president; B. L. Greider is secretary. Its capital stock is \$50,000.

The Old Dominion Phonograph Co. is doing a good business with Roanoke and other points in the region, their instruments being in great demand.

The Eivery Service of the city is first-class, a number of well equipped stables being in operation, where horses may be boarded or any variety of rig hired when wanted. Excellent saddle horses are plentiful, this form of exercise being especially popular.

Five Millions a Year. Nearly \$5,000,000 a year are paid out in wages in Roanoke by the important enterprises, store keepers, hotels and other

increased doing business here and in the vicinity. The Norfolk and Western Railroad head the list with nearly \$2,000,000 to their various employees. The Machine Works paid out a half million dollars, in round numbers, during 1889. These two make up one-half the amount alone. Then there is the Shenandoah Valley road which also pays out \$500,000 in twelve months. The Crown Steel and Iron Company, the American Bridge Works, the Rolling Mill and other leading industries make up the balance. A large part of the money, nearly all in fact, is spent in Roanoke, and the new industries that are constantly being started here make the amount larger every month.

Roanoke Black Marble Co. This company has been organized with a capital of \$500,000. The company owns 142 acres of land in Botetourt County, Va., on the Shenandoah Valley Railroad, 16 miles north of Roanoke City. The officers are: President, B. L. Greider; vice-president, R. S. Boswell; treasurer, Wm. F. Winch; secretary, H. H. Greider. The report of two marble men (one from New York, the other from Maryland) fully demonstrates that this stone is superior to the Belgium; that it is stronger; that it is susceptible of a higher polish, and that it will take the cheaper or acid finish. The marble is of a fine even quality, very easily worked at quarry, and free from white veins, spots or flaws. The marble outcrop for nearly a quarter of a mile, and from the

manner in which it stands in quarry, being perpendicular, it is inexhaustible. The company is working a large force in developing the property, and will soon be in position to place their marble on the market. The main office is in Roanoke, Va.

The Commercial Club. Within a few days of the issue of this publication, steps have been taken to organize and incorporate the Commercial Club, which it is expected will soon have pleasant quarters at a central point, where the members—all leading citizens—may properly entertain gentlemen from other points seeking information as to the advantages Roanoke offers to investors.

Mr. Hinton Helper, the able Southern journalist, who now represents Roanoke at the centers of Northern industry, has been actively engaged with the co-operation of several citizens in perfecting details for the formation of the club.

The leading object of the club will be a systematic effort to make Roanoke still more widely known to the world at large.

The charter members are: P. L. Terry, Joseph H. Sands, R. H. Woodrum, Jas. S. Simmons, H. S. Trout, E. H. Stewart, Hinton Helper, J. M. Gambill and Dr. Joseph H. Gale.

Any information regarding Roanoke, or copies of this book, may be obtained by applying or writing to the secretary of the Commercial Club of Roanoke.

Some of the other Companies Located Here.

CITY OF ROANOKE		CITY OF ROANOKE	
Acme Brick & Terra Brick Co.,	\$25,000	One Mattress Factory,	\$10,000
Phoenix Portland Cement Works Co.,	10,000	Other Brick Yards,	20,000
Amesbury Engine and Machine Co.,	10,000	Paper Bag Manufacturing Co.,	100,000
Commonwealth Land Co.,	10,000	Park Land and Improvement Co.,	100,000
Roanoke Trust and Investment Co.,	10,000	Patent Investment Co.,	10,000
Roanoke Association for Savings Co.,	10,000	People's Perpetual Loan and Building Association,	10,000
Improvement Corporation Company of Roanoke,	10,000	Pickard Brake Co.,	10,000
Central Park Land Co.,	10,000	River View Land and Manufacturing Co.,	10,000
Commonwealth Land Co.,	10,000	Roanoke Building Co.,	10,000
Roanoke Select Building Co.,	10,000	Roanoke Brewery,	10,000
Commonwealth Street and Highway Co.,	10,000	Roanoke Brick Works,	10,000
Commonwealth Co.,	10,000	Roanoke Brick and Construction Co.,	10,000
City of Roanoke Land Co.,	10,000	Roanoke Building Association and Investment Co.,	40,000
Roanoke Lumber and Coal Co.,	10,000	Roanoke Brick and Improvement Co.,	10,000
Roanoke Building Association,	10,000	Roanoke Building Co.,	10,000
Roanoke Building and Investment Co.,	10,000	Roanoke Coal and Lumber Co.,	10,000
Roanoke Loan and Trust Co.,	10,000	Roanoke Construction Co.,	10,000
Commonwealth Mills,	10,000	Roanoke Construction and Improvement Co.,	10,000
Commonwealth Flouring Mill Co.,	10,000	Roanoke Creamery Co.,	10,000
Commonwealth and Building Association,	10,000	Roanoke Canning Factory,	10,000
Roanoke Land Co.,	10,000	Roanoke Driving Park Association,	10,000
Roanoke Land Co.,	10,000	Roanoke Electric Light (Power) Co.,	10,000
Roanoke Land Co.,	10,000	Roanoke Gas and Water Co.,	10,000
Roanoke Land Co.,	10,000	Roanoke Handy Wheat Separator,	10,000
Roanoke Land Co.,	10,000	Roanoke Ice Co.,	10,000
Roanoke Land Co.,	10,000	Roanoke Land and Improvement Co.,	40,000
Roanoke Land Co.,	10,000	Roanoke Lecture Bureau,	10,000
Roanoke Land Co.,	10,000	Roanoke Manufacturing Co.,	10,000
Roanoke Land Co.,	10,000	Roanoke Opera House Co.,	10,000
Roanoke Land Co.,	10,000	Roanoke Spoke Factory,	10,000
Roanoke Land Co.,	10,000	Roanoke Transfer Co.,	10,000
Roanoke Land Co.,	10,000	South Roanoke Land Co.,	10,000
Roanoke Land Co.,	10,000	S. W. Virginia Real Estate and Investment Co.,	10,000
Roanoke Land Co.,	10,000	The Perpetual Building Association,	10,000
Roanoke Land Co.,	10,000	The Virginia Land Company,	10,000
Roanoke Land Co.,	10,000	Two Cigar Factories,	10,000
Roanoke Land Co.,	10,000	Two Tobacco Factories,	10,000
Roanoke Land Co.,	10,000	Valuation of Hotel Buildings Company,	10,000
Roanoke Land Co.,	10,000	Virginia Development Co.,	10,000
Roanoke Land Co.,	10,000	Virginia Arsenal, Bromine and Lithium Springs,	10,000
Roanoke Land Co.,	10,000	Virginia Dare Chemical Works,	10,000
Roanoke Land Co.,	10,000	West End Brick and Tile Works,	10,000
Roanoke Land Co.,	10,000	West End Land Co.,	10,000
Roanoke Land Co.,	10,000	West Roanoke Land Co.,	10,000

Note.—The Author desires to gratefully acknowledge the courtesy of the Publishers of the ROANOKE DAILY TIMES, from the columns of which much of the information herein has been, with their consent, transferred to these pages.

Many of the illustrations used are taken by authority of the Norfolk and Western Railroad Company, from their new "Reference Book."

.The City of

ROANOKE

VIRGINIA

CONTAINING AN OUTLINE OF ITS
ENVIRONMENT, RESOURCES, DEVELOPEMENT
PROSPECTS AND SUBSTANTIAL
INDUCEMENTS TO CAPITAL IN THE YEAR
1890.



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